

Message Text

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ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00
DODE-00 DOTE-00 INR-07 NSAE-00 FAA-00 L-03 NSC-05
SS-15 SP-02 /055 W
-----029982 091500Z /47

R 091418Z SEP 77

FM AMEMBASSY PARIS

TO SECSTATE WASHDC 8336

INFO AMEMBASSY LONDON

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E. O. 11652:N/A

TAGS: EAIR, FR, US

SUBJECT: CIVAIR: NATIONAL'S MIAMI-PARIS SERVICE;
CONCORDE

REF: PARIS 25499 (NOTAL)

1. DURING MEETING SEPT. 7 WITH ESPEROU OF DGAC, HE AGAIN INQUIRED WHERE THINGS STOOD WITH NATIONAL'S APPLICATION TO CAB FOR EXTENSION OF ITS MIAMI-PARIS SERVICE NOW DUE TO EXPIRE THIS MONTH. WE TOLD HIM THAT WE UNDERSTOOD DOT AND DEPT. HAD EXPRESSED SUPPORT FOR NATIONAL'S APPLICATION BUT BEYOND THIS WE HAD NO READING. ESPEROU SAID HE HAD NOTED WITH INTEREST IN DEPT'S SUBMISSION TO CAB (WHICH WE HAVE NOT SEEN) THAT POSSIBILITY OF REDUCTION IN NATIONAL'S FREQUENCIES TO LONDON UNDER BERMUDA II WAS CITED AS ONE REASON WHY NATIONAL SHOULD CONTINUE TO HAVE AUTHORITY TO SERVE PARIS

2. ESPEROU CONFIRMED THAT FROM PROCEDURAL STANDPOINT EVENTUAL EXTENSION OF NATIONAL'S MIAMI-PARIS SERVICE WOULD BE PURE FORMALITY INsofar AS DGAC WAS CONCERNED, BUT HE WARNED US THAT STATE SECRETARY OF TRANSPORTATION
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CAVAILLE COULD STILL GIVE TROUBLE. RECALLING THAT CAVAILLE HAD BEEN ANGERED THAT DGAC HAD ISSUED AUTHORIZATION TO NATIONAL LAST JUNE (SEE JUNE 24 MEMCON POUCHED EB/AVP AND EUR/WE) WITHOUT CONSULTING HIM, ESPEROU SAID THAT CAVAILLE'S CABINET HAD POINTEDLY REMINDED DGAC ONLY A DAY OR SO EARLIER THAT ANY DECISION ON EXTENSION OF NATIONAL'S AUTHORIZATION TO

SERVE PARIS BEYOND INITIAL THREE MONTH PERIOD WAS TO BE TAKEN BY CAVAILLE PERSONALLY.

3.ESPEROU SAID CAVAILLE WAS STILL OBSESSED WITH THE CONCORDE AFFAIR AND APPARENTLY FELT THAT REQUIRED GOF APPROVAL FOR EXTENSION OF NATIONAL SERVICE GAVE HIM LEVERAGE OVER THE USG AS REGARDS LANDING RIGHTS FOR CONCORDE. ESPEROU SAID HE HAD POINTED OUT TO CAVAILLE'S CABINET THE FOLLY OF ABUSING RIGHTS UNDER THE US-FRANCE CIVAIR BILATERAL IN THIS FASHION; HE HAD SUGGESTED THAT CAVAILLE WOULD BE BETTER ADVISED TO CONSIDER, FOR EXAMPLE, SUSPENDING CHARTER OPERATIONS TO FRANCE BY US CARRIERS. ESPEROU STRESSED TO US THAT HE HAD NOT BEEN RECOMMENDING SUCH SUSPENSION BUT HAD SIMPLY WANTED TO POINT OUT THAT THERE WERE AREAS IN THE

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INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00
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CIVAIR FIELD--SUCH AS CHARTERS--WHERE THE GOF COULD ACT WITH GREATER IMPUNITY THAN AGAINST SCHEDULED FLIGHT OPERATIONS. THIS PROMPTED US TO GO OVER OLD GROUND WITH ESPEROU, WARNING AGAINST MISJUDGING WHERE RESPONSIBILITY LAY ON THE US SIDE FOR CONCORDE'S PROBLEMS AND AGAINST THE COMPLICATIONS AND REPERCUSSIONS THAT COULD FLOW FROM SPITEFUL OR ILL-ADVISED "RETAILIATION" BY THE FRENCH.

4. COMMENT: NATIONAL'S CURRENT AUTHORITY FOR MIAMI-PARIS SERVICE EXPIRES PRECISELY WHEN THE SIXTEEN MONTH TRIAL PERIOD ENDS AND THE QUESTION OF PERMANENT AUTHORIZATION OF CONCORDE IS POSED FOR DULLES. MORE-OVER, THE DECISION ON THE APPEAL OF JUDGE POLLACK'S LATEST RULING ON CONCORDE LANDING RIGHTS AT NEW YORK MAY ALSO STILL BE PENDING BEFORE THE COURT OF APPEAL ON THAT DATE. IN VIEW OF THE CONVERGENCE OF THESE DEADLINES, WE SUSPECT THAT CAVAILLE WOULD BE INCLINED TO WITHHOLD GOF AUTHORIZATION OF EXTENSION OF NATIONAL SERVICE TO THE VERY LAST MINUTE AND PERHAPS EVEN BEYOND. THIS BEING SO, IF THE CAB IS INCLINED LIMITED OFFICIAL USE

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TO APPROVE EXTENSION OF NATIONAL'S MIAMI-PARIS SERVICE WE SUGGEST THAT THIS OCCUR SOONER RATHER THAN LATER, SO THAT WE WOULD HAVE TIME TO TRY AND INFLUENCE CAVAILLE AND HIS STAFF IN THE INTERIM.
HARTMAN

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